ANOTHER BOILER EXPLOSION

More Staten Island Steamer Horror.

A Nine-year-old Boiler, Duly Inspected, Explodes on Board a Tugboat.

Is There One Sound Boiler in the Boats of the Bay?

A Breadful Score on the Tug Starbuck at New Brighton-Herrib'e Death of a Brave Negro Fireman and Cowardly Conduct of the Engineer-Opening of the Coroner's Inques -I Anybody to Blame This Time?

While still the Westfield disaster is fresh in the public mind, and the important sequel to that meiancholy event is only at its beginning, it becomes necessary to coronicle another serious accident on board a steamboat, the result of which was

DEATH TO ONE MAN.

It might have been thought that the cry of public ngnation which was called firth in this city and elsewhere, white the Westfield death-roll was being filled, would at least have ball the effect of securing some degree of care and attention to the boilers of overy class of steambont in this locality; but, even without the loss of life which occurred yesterday THE TUGBOAT G. H. STARBUCK,

near New Brighton, Staten Island, it has become well known from the investigations waich have been made that life is placed constantly in danger on board steamers of almost every class, either from negiect, incompetency or pernaps indifference. The harrowing details of a catastrophe involving be me at terrible of deaths, shocking as they may be and lamentable in all their shades and colorings, seem to produce but a momentary impulse of SYMPATRY AND EXECUATION,

and those who are responsible to the community when the horror is being forgotten relapse former inertness, baffing the public by a show of industry in the performance of duties hitherto neglected, and now undertaken merely under the influence of fear to to themserves. How long this trifling with life may continue is a question, in view of experience of past occurrences, that depends for solution upon whether or not there shall be a total cossation of the resent method of protection from the evils here alluded to, and the substitution of an efficient and trustworthy system in which, for its manifest merits, the community shall feel confidence. THE GROWING RECKLESSNESS

with which lives have been left at the mercy of ignorant officials would seem to require even a more potent example of rible results than was afforded by the Westfield, for evidence is abundantly supplied upon which to form a judgment as to how ferryboats and other steamers are left in charge of men utterly irrespensible and totally unqualified for the cuties un-Sertaken by them. When it is remembered that engineers in charge of the terryboats owned by the great company that wields full power on the entire east side of the city have not, and are not expected to have, the slightest endorsement of their ability to do the work of engineers, and have neither sertificates nor any official qualification whatever, an idea may be had at once of how indifferent mus be the regard that company has to

THE JUST CLAIMS OF THE PUBLIC for safety. In the accident which occured yesterday morning on board the Starbuck, and which caused the death of the fireman, there was only another instance given of how easily life may be estroyed by neglect of boilers or by incompetency of employés, or both. A HERALD reporter yesterday endeavored to ascertain particulars as to

THE CAUSE OF THE EXPLOSION. the manner of it, and preparatory circumstances, but he could glean no more trustworthy informa-Son than might be afforded by a boy, fifteen years of age, who served on board the boat as a cook. The dead body of the unfortunate fireman, scalded most horribly from head to foot, told plainly enough the effect of the accident, but there was no one to say more intelligently than the previous to the bursting. This latest botter bursting, while a most melancholy occurrence, ought, at least, to be profited by, and should receive the strict est investigation so that guilt shall be discovered if an impetus to officials to do their duty thoroughly and well in regard to ferryb ats, perhaps this explosion on the tugboat may have the effect of arous-

ing officials' scruting to all classes of steambouts. THE STORY OF THE CATASTROPHE is brief enough in its shocking details, and is as

The G. H. Starbuck is one of those snorting, fussy. impudent-looking little steam propeller tugboats that dance morning, noon and night over the waters of the hay, the Hudson and the East River. It is owned by John F. Mills & Co., whose office is at the Broad and South streets, and its partienlar line of business is the towing of freight boots from Port Johnson, opposite New Brighton, Staten Bland, to this city. Yesterday morning, at ten o'clock, the Starbuck left Port Johnson, with three boats attached, bound for New York. When in the middle of "the Kills," or channel separating Staten Island from New Jersey, and about halfway between Port Johnson and Staten Island. THE FATAL ACCIDENT

took place. The captain was in the pilot house, the cook, a smart lad of fitteen, named Thomas Coffey, was in the cabin, the engineer was chatting on deck to the solitary deck hand, and the unfortunate fireman, a stout young colored man, named George Williams, was in the engine and fire room, which forms a single compartment, taking care of the engine. White they were thus engaged Williams heard two loud cracks from the boilers behind him. and, turning round, saw two streams of steam and boiling water issue from the front of the boiler. He then, knowing that something was amiss, immed down into that portion of the same compartment which served as a fire foom to rake out his fire; but he never came back alive. He breathed the acadiy steam into his lungs, and in a second or two lay steam into his door down on the noor A BOILING CORPSE, When the

A POLLING CORPSE,
enveloped in steam and hot water. When the explosion was heard outside, the deck hand, who was taking to the engineer near the door of the engine room, ran as far at as he could, but finally mustered courage enough to return as far as the lever and stopped the boat. The engineer attempted to enter the engine room, but the violent rush of scalding steam strongh the doorway made impress impossible. The little cook, on hearing the commotion, became afflicted with Westheid bodiers on the brain, and jumped through the cabin window, with the intention of pitching bimself overboard; and the Captain—history recorded not what the captain did on that occasion.

and jumped through the cabla window, with the intention of pitching himself overboard; and the Captain—history recorded not what the captain did on that occasion.

The Herald reporter found the G. H. Starbuck moored beside the dock, near the ferry landing, at New Erighton, yesterday afternoon. Nobody was aboard but the boy cook, a bright-faced and intelligent lad, who led the reporter into the englise room, on the floor of which lay the DEAD RODY OF A MAN, wrapped in an old branket. The reporter removed the covering and beheaf the body and limbs of a perfectly write becson, with the hair and head of a negro. Some tattered and discolered lags appeared to be attached to the legs, arms and sides of the corpse; but on closer inspection these indeous appendages proved to be thick and fough patches of black outer skin that pecied off the flesh after the manuer of suripping the curriet from a piece of "drosted" bacon. The flesh tiself was perfectly cooked—would have been considered over-done in fact—and the grease of the faity portions of the body suripping the curriet. bacon. The desh itself was perfectly cooken—would have been considered overdone. In fact—and the grease of the fatty portions of the body saturated its covering. The protruding tongue was boiled white and brittle, the guns were stripped from the loosened and gleaming teeth, a thin watery stream of blood trickled slowly from the nose and the eyes, and the whole counterance presented a horoschiraching.

MOST SICKENING APPEARANCE. The deceased was married about a year ago, and he now leaves a wife and child living at Duten Kills. The wife-a good-looking young negress—sat on the dock beside the tugboat all through the afternoon, in a state of pittable grief, accompanied by two sorrowing women of ner own race, who alone appeared to sympathize with the bereaved

poor."

ones. After all, "the poor are the best frieeds of the poor."

Replacing its loathsome covering over the cooked carcase, the reporter descended the ladder to the fire room, the floor of which was strewn with cloders, ashes and pieces of broken wood, and covered with a nool of water. The materiats of the fire had been raked one, and the firebex and boder were completely empty. Beside two loosened bods were small cracks, with little force i protruberances over each, showing waere the latal stream of the boder was there to be found anything like a crack or a faw, but to the haked eye of one who had no means at hand of teating its soundness, that boder present dithe appearance of one to which the life of a valuable dog should not be trusted, and the reporter was of opinion that the inspector who certified as to its healthy condition should be liminediately compelled to show cause why the public should not now think he was rather hasty in his judgment.

Having been notified of the deceased fireman, Williams, on board the bods and prempty proceeded to hold an inquest. He companeded a jury, and with them went to view the body of the deceased fireman, Williams, on board the bods, after which the inquest was proceeded with and the testimony taken in the office of a livery stable attoming the ferry landing at New Brightoo. The witnesses who were present for examination were the captain of the tugbost, one of the owners, the softary deck hand and the doctor who was called to see the deceased. The following is the evidence obtained so far:—

TESTIMONY OF THE CAPTAIN.

Theo lore Rodan being duly sworn, deposed that he is captain of steaming G. H. Starbuck; knew the following is the evidence obtained so far:—

TESTIMONY OF AN WILLIAM and the time of the steam; was captain of this boat about seven months last summer she was laid up all winter and is bout an eaging or the working life at the time of the explanion; the nume of the steam; was captain of this boat about seven months; list head of the was nother; and the following

"constructed of the press we, Reddicid patent, iron of Varying thickness;" that it is "stanch, seaworthy and in good condition, and in all respects conformable to law," it was subjected to innety-eight points to the square inch; its maximum working power is sixty-five pounds; it has an ordinary safety valve of an area of four square mones, and a locked safety valve of two square inches, loaded to seventy-four pounds per square inch. This certificate is signed by "E. Platt Stratton, Inspector of Boliers," and bears date of 8th June, 18:14

CAPTURING THE CONVICTS.

Eight of Twelve Sing Sing Jail Breakers Captured. Sing Sing, N. Y., August 19, 1871.

Two of the twelve convicts who recently escaped from the prison here were captured to-day at liack-Burns. With Kingsland was taken a man named Wheeler, better known as the "Kid," who, Kingsland says, is one of the men who chartered the tugboat. Wheeler was discharged from Sing Sing two months ago, and it is prefty certain he has englneered the escape. He is now in custody at Hackensack, awaiting the proper requisition from Governor Hofman to Governor Randoigh to bring him up here. When first arrested both Kingsland and Wheeler affected not to know each other, but they were hientified as "pals" by one of the keepers sent from Sing Sing to watch the New Jersey ratiroad depots.

crs sent from Sing Sing to watch the New Jersey railroad depots.

Albert Williams and Creamer were also arrested to-day, and were brought to this prison with Kingsland and Burns. Creamer, who was arrested by Sullivan, the keeper, was armed at the time and made a desperate resistance. He there several shots at the others, but was shot at in return by his captors, and received two wounds, one in the hip and one in the maps, supposed to be mortal. Creamer was captured near Englewood, and Albert williams near fermions. A telegram received at the prison to-night anhounces that fernard Wiley was overtaken at Englewood at one o'clock this morting. He has been identified by one of the prison keepers, and is said to be wounded. This makes a capture of eight out of the twelve convicts who escaped.

PENNSYLVANIA WAR CLAIMS.

Suit Against the Detanting State Agent for the Recovery of \$291,000. PHILADELPHIA, August 19, 1871. special despatch from Harrisburg says:-Attorney General Brewster, Auditor General Hartranit and State Freasurer Mackey will meet here on Monday or Tuesday and decide upon what measures to adopt to enforce the collection of the \$291,000 and interest in the hands of Evans. The Governor has instructed the Attorney General to adopt such measures as he deems necessary to enforce justice to the The arrest of Evans for embezzlement will follow. A powerful "ring" is believed to be connected with Eyans-that they have divided the the consequences of his arrest, which is now expected, and they confidently expect him to be acquitted, as he has no property, and his bond is only for \$15,000. They expect the bond with be cell-lected, and there is an expected, and they confidently expect him to be only for \$15,000. They expect the bond with the cell-lected, and there he farce of the case end. It is a most complete conspiracy to derrand the State.

THE WESTFIELD DISASTER.

Report of the Government Inspectors on the Cause of the Westfield Explosion.

A Defective Boiler and Incompetent Engineer.

A Flaw in the Westfield's Boiler-Impossible to Perceive It by Usual Tests-Violation of the Inspector's Certificate-Over-Pressure of Steam Causes the Explosion-The Respons bility Rests Upon Mr. Braisted and the Engineer.

WASHINGTON, D. C., August 19, 1871. The following official report of the investigation of the Westfield disaster has been received at the Treasury Department:-

OFFICE OF UNITED STATES LOCAL INSPECTOR, New York, August 16, 1871. To CAPTAIN ADDISON LOW, Supervising Inspector,

To CAPTAIN ADDISON LOW, Superior Second district:—
Sign-Persuant to your order of the 1st inst, directing immediate investigation into the causes of the boiler explosion on the terryboat Westfield, which occurred on Sunday, the 30th hit, we have the honor to submit a copy of the testimony and the tollowing report: which occurred on Sunday, the 30th air, we have the nonor to submit a copy of the testimony and the following report:—

The investigation was commenced on Wednesday, August 2, 1871, at the office of the Local Board of this district, No. 13 rine street, but owing to a want of sufficient room and proper accommendation for the members of the press, we were obliged to seek other querters. Through the kiminess of Hon. George it. Snarpe, United States darsal, the chired States Circint court room was placed at our disposal, when the investigation was contained from day to day, and closed on the atternoon of the 11th lists, having nea fifteen sessions, coasuming in 111 nine days. Flity-three witnesses were examined, including a number of gentlemen as experts, well known among us as men of large, practical experience in designing, constructing and operating marine engines and boilers, and at the same time thoroughly versed in the schence and various theories relating thereto. These gentlemen freely gave the time necessary to a careful examination of the exploded parts of the boiler, and sibmitted their evidence in so clear and concise a manner as, in our judgment, to make it valuable as a matter of future preference in cases of a similar character, should any such occur.

When the tend in which which the man are all the stand on the attended to the control of the con

little, if any, doubt as to what led to the disaster. Although the evidence is not manimous on this point it is by no means irreconcilable.

THE PRIMARY CAUSE OF THE BURST, or explosion, in our opinion, was a defective sheet located on the lower side of the bodier and the third from the forward end. This sheet had a crack or diaw on the end leading to the port side. This end of the sheet terminated in a longitudinal seam about thirty-flive degrees from the lower centre. The crack, or flaw, was immediately below the lap of the adjoining shell and parallel to it. A portion of this flaw, no douch, existed at the time of the construction of the bolier, but to what extent cannot be determined. This crack being on the inside of the sheet and below the flues it could not be seen by any internal examination, and so long as there was sufficient material outside the flaw to resist the hydrostatic test of the Inspector it would be impossible to discover it; and that it did not yield under the hydrostatic pressure at the time of the inspector. sible to discover it: and that it did not yield under the hydrostatic pressure at the time of the inspec-tion, June 12, 1871, is clearly proved by the testi-mony of the inspector, Mr. John K. Matthews, and the engineer in charge, Mr. Thomas Connelly, who was present at the time of the inspection, assisted by Mr. Mathews, which assistance is al-ways rendered by the engineers on such occasions, and we fulfil a duty in this connection to say that

JOHN K. MATHEWS CONSCIENTIOUSLY DISCHARGED in the inspection. The location of this defective in the inspection. The location of this defective spect in the boiler, particularly the tractured end, was such as to subject it to an irregular intermittent strain, independent of and perhaps more destructive than the ordinary steam pressure. This strain was in part owing to the unequal temperature to which the various parts of the boiler were subjected, but by no means to the extent strated by Mr. Cringbar in his testimony; for, while we have very high opinions of this gentleman's scientific attainments, yet he lacks that practical experience in the management of steam boilers that so essentially permeates the opinions of other experts who have testified in this investigation. At the same time it must be admitted that the continual force exerted on a boiler the size of the Westfield by the difference of temperature is more or less destructive, and we have no donot that first element of wear and tear, to say the least, is underrated. But this was not the only destructive force at work at this point in the boiler. Mr. Erastus W. Smith, in his testimony, clearly shows tive force at work at this was not the only destruc-tive force at work at this point in the holder. Mr. Erastus W. Smeth, in his testimony, clearly shows and plainly lliustrates that the middle section of this boilet, of which the defective formation. Erastus W. Smith, in his testimony, clearly shows and plainly llustrates that the middle section of this boiler, of which the defective formed a part, was subjected to a strain that at the point named must have been very severe. Mr. Smith says:—"I am or the opinion that the decay and cracking of the plates of this point is due to the strain on the plates produced in that particular point by the sagging of the round shell by its own weight shift in weight of the enclosed water; and this change of circular shape of shell would be increased when the internal pressure of the steam was removed." Admitting Mr. Smith's theory to be correct—and there is nothing in the testimony of the other gentlemen at variance with it—it was peculiarly substitute that this defective sheet should occupy the position in the honer that was assigned to it by the bunder. This would be particularly true if the crack of flaw existed to any extent whatever at the dime of construction; for, to use the language of Air. Smith, "the uniform springing of the paires to accommediate the changed shaps would be interapted by the staffness caused by the laps and rivers, and there would then necessarily be a concentrated strain immediately forming the edges of the connecting sheets." It is very certain, therefore, that at this point the shell of the botter was subjected to as much strain as any other portion, and it is equally apparent that it was the least able to resist it. We have no doubt whatever but if was at that point the explosion commenced. This theory is sustained by most of the testimony. This opinion does not fully coincide with the opinions of either Mr. Copeland or Mr. Haswell; still we think that after a careful perusal of these gentiemen's testimony tree is nothing that seriously confices with Mr. Cope and or Mr. Haswell; still we think that after a careful perusal of these gentlemen's testimony there is nothing that seriously conflicts with it. They both agree as to the existence of this flaw or crack, and the depreciation of the strength of the boiler in consequence, and only disagree with Mr. Smith and others as to the initial point of the repture of break. Mr. Copeland takes the ground that the rupture commences on the top of the boiler, in the transverse scam which had been previously weakened by a line of rivets imperfectly fitted, and forcewing this line of rivets imperfectly fitted, and

theories set torth, it is our decided opinion, founded on a careful review of the testimon, that include est spoken of was the primary cause of the explosion, and that the rupture started from that point. As

on a careful review of the testimony, that his defect spoken of was the primary cause of the explosion, and that the rupture started from that point. As to the

PRESSURE THAT CAUSED THE EXPLOSION
there apocars to be a great difference of opinion among the witnesses, some placing it at a very high point. As a general thing, however, among those having the most experience in these matters the pressure is biased from twenty-seven to thirty-sive pounds. From a very careful view of the testimony on this point we are of the opinion that it could not have exceeded the maximum named. From the unanhous evidence the boiler was well supplied with water at the time, and that the fires were not more than ordinary. We think the pressure did not extend more than three or four pounds above what was last seen by the engineer, who in his testimony stated that aboat one and a hair minutes before the explosion the steam gauge in the engine room indicated twenty-seven pounds. Maxing due allowance for an estimate of time on such an occasion, with the evidence that the steam gauge was in working order and an abundance or water in the boiler, with but ordinary fires, the furnace doors, being open, the explosion was produced, we think by a pressure not much in excess of the engineer statement. This is substantiated by the calculation made by Mr. Copeland on the area of the safety valve and position of the bail on the lever, and also by the tests made by Messrs, Fietener and vanderbill, who state that from the marks on the lever, moleculary fires, the furnace doors, we are aware that an ordinary sacty valve, such as the one it ests made by Messrs, Fietener and vanderbill, who state that from the marks on the lever, moleculary pressure. Nevertheless, we are aware that an ordinary sacty valve, such as the one it has steamer, the valve brew off at twenty-eight pounds' pressure, the valve brew off at twenty-eight pounds' pressure. Nevertheless, we are aware that an ordinary sacty valve, such as the engineer who was not present on the flaste

Much valuable information has been obtained by
this investigation, such as could not have
been secured under any other circumstances,
and we feel personally indebted to those
who have furnished it, We, therefore, without
making comparisons where so many have contributed with a desire to do good, would most
earnestly and respectfully recommend that you will
suggest to the department the propriety of printing
this testimony, that the information it contains may
be made available in the future to the inspectors
and to all parties interested in the manufacture and
management of steam boilers.

With our earnest prayer to Almighty God that our
country may be spared another visitation of so said
and circuit a caiamity, we most respectfully close
our report. We are, very respectfully, your coedient
servants.

United States Local Inspector, New York,
INCHEASE S. HILL,
United States Local inspector, Boston.

WEATHER REPORT.

OFFICE OF THE CHIEF SHEAL OFFICER, WASHINGTON, August 19-7 P. M. Synopsis for the Past Twenty-four Hours.

The temperature has fallen decidedly at th Pacific and Rocky Mountain stations and has risen somewhat from Kentucky to Michigan and Missouri. The low barometer of Friday night approaching Minnesota has extended to Michigan and light rains are reported from Minnesota. The high barometer has extended from Indiana eastward to the Atlantic coast, and the pressure is now rising in the Eastern and Middle States, with dry, smoky and hazy weather. Local areas of low pressure, with incipient storms, in Northern New England have been dissipated by the prevaling dry weather. Cloudy and rainy weather, with northwesterly winds, have prevailed on the South Atlantic coast, and the cyclone, after advancing northwestward over Florida, passed northeastward near Savannah and east of Charleston, and is now central about one hundred miles southeast of Wilmington.

Probabilities. The cyclone will prorably keep at some distance of the North Carolina coast; but easterly winds are probable from North Carolina to Massachusetts, with rain on the immediate coast south of Delaware. Smoky and fair weather will probably continue in the Middle and Eastern States and on the lower lakes; partially cloudy and clear weather on the Guil coast. The low barometer in the Northwest will propably give rise to a few light local storms on the upper lakes to-night.

THE NATIONAL GUARD.

Election of Colonel Augustus Funk to the

The vacancy in the brigadiership of the Second brigade, National Guard, State of New York, has at ast been filled by the election of Colonel Augustus Funk, of the Eleventh regiment. The selection is really an admirable one, and Colonel Funk is now the youngest brigadier in the National Guard, and vet has had a large experience. He served in the Eleventh regiment as a private until the breaking ont of the rebellion, when he joined the Thirty-eighth New York State Volunteers as second lieutenant, and rose through every grade up to major, he was appointed colonel of Thirty-ninth New York, and at the time was the youngest man who ever received a colonel's commission, he being not quite twenty-one years of age. He served during the war under Generals Kearney and Hancock, and at the close of the war received a commission as captain in the regular army and served in Texas until two years ago, when he returned to this city, and was shortly after elected Colonel of the Eleventh, in place of Colonel Lux. He has shown admirable qualities as an officer and soldier and will undoubtedly prove to be a most ca-pable brigadier.

SARATOGA RACES.

Fourth Day of the August Meeting.

Large Attendance of Spectators, Delightful Weather and Two Grand Contests.

Vesuvius the Winner of the Hurdle Race, Two Miles; Longfellow Walks Over for the Purse of \$800, Two and Three-quarter Miles, and Barney Williams Wins the One and a Half Mile Dash, Purse of \$500.

SARATOGA, August 19, 1871.

While I was guzzling Hathorn water this morning with many other perhaps stily people, it struck me that in all my visits to the several springs the majority of the drinkers were those of incertain age, those passed the meridian of life, and that the only care they have is the trouble of obtaining enough of the fluid. And this makes me say that no other place is equal to Saratoga to show an observing person a little of human nature, especially among the sojourners who have nearly reached their allotted years on this mundane sphere. Everywhere around you there are people who have a terror or growing old. It must be so, as many, very many, resort to art to repair the ravages of time. Rouge and the dental art have supplied material losses. Pearl powder seeks to disguise sallowness; hair dyes have changed the early silver into the sable bue of the rayen's wing: fashionable coats invest shrunken forms; French patent leathers add to the tortures of the goul. firmsy palhations are often to be seen; but the interested know they are unavailing, and that age will still stare at us through the glaze of Spanish white and French rouge. We have a good many young men and young women here, and we have a good many phenomenal curiosities, walking specimens of art, advertisements, travelling cards of certain establishments, unreal and unsatisfactory, But I suppose it is so all the world over, yet I am glad to note a resistance to the advances of age, and that my companions at the Springs do not surrender easily to the oxydation of their physical Saratoga was under an eclipse last night. Just at

nine o'clock the erratic gas arrangements' of the village, something like certain springs hereabouts, suddenly collapsed, and fliteen or twenty thousand mortals were left in darkness. Talk of confusion ! Why the poor proprietors of the hotels were bothered to death, and for once could havely wrigely out of the unpleasant predicament. The sins that were committed because of the mishap will never be known. Imagine to yourself the dire consternation of several thousand ladies in the full enjoyment of the baliroom-dancing, laughing and joking-to be instantly thrust into unpenetrable darkness; of the same number of gentlemen promenading and smoking on the piazzas of the hotels and in the twinkling of an eye thus left in the lurch, when their neighbors were the Lord only knows who; of the betting men and poolseliers dispensing favors by the score and thus have night shut them in. It was so ladierous that people favors by laughed while they held their watches in one hand and wallets in the other, awaiting with patience the appearance of an army of blacks with candles to relieve the unpleasant condition of affairs. They soon succeeded in this, but the pandemonium of the night was not wholly dispelled at rate bedtime, as those few ladies who never can bear any disappointment were fearfully angry that they could not display their charms as they desired. A more per ect transformation than this little affair was never known nor seen on any stage. With ten thousand lights through village and hotels, and just that same number of numanity's gayest disciples in confab and ber of humanity's gayest disciples in contab and dirtation, down came the hight in all its blackne's, and the benutiful girl looked no better than her homely sister, and sitks and satins were of no more value practically than the simple calico. And all night the streets of the village were so dark that it became oppressive and painful, and a thousand strangers wended their way to their temporary homes with no other hight than the stars—a very funcertain and unsatisfactory guide at this time, I must assure you.

certain and ansatistactory guide at this time, I must assure you.

I saw Mr. Joe Laird on the course this morning. Probably but few knew him; but when he waked in on the lawn the mind of every old turinian that was acquainted with him went back twenty-nine years ago, when on the Union Course, Long island, now soon to succomb to the maren of time and no longer remain a race track, he, then a stripping, rode that queen of running horses. Fashion, to victory, in four full heats against Boston. As I write, Joe has stopped in front of the grand sand, and there is a fine opportunity of looking at this old trace. It is looks the ventication.

longer remain a race track, ne, then a stripling, rode that queen or rumning horse? Easion, to victory, in four inile heats against Boston. As I write, Joe has stopped in Iront of the grand stand, and there is a tine opportunity of looking at this old ricer, it elooks the gentleman, every inch of thin; is attired with all the care and neatness of an exquisite, and the taste of his garments is in excellent Reeping with his blonde and regular features. What can be be thinking of? Joes memory skin over those twenty-line years, with their ups and downs, pains and pleasures, and rest upon the moment when he, on the back of Fasnion, was in the presence of that memorable vast assembling of Does ne remember how the beautiful animal, gazelle-like in appearance, stopped of her own accord as the was walking passed the judge's stand and turned her beautiful nead to the brilliani and great peopla awaiting the contest. Can he be turnking of this? He must, as, while writing, he transfers his gaze from the assemblage behind me and looks long and earnestly over the magnificent growing state of the property of the remaining of this? He must, as, while writing, he transfers his gaze from the assemblage behind me and looks long and earnestly over the magnificent growing spatial and is less in the applied mercessing crowd. The presence of this replicitly mercessing crowd. The presence of this replicitly mercessing crowd. The presence of this rentleman, grown to be one in every scuse of the word, from the little jockey boyoighte fation Course, is a graditedition not only to the old-timers, but to every one that knows him and cares for the honorable in lite. Joe is now a sersey farmer, I where, but the noise and hurran of this ration great from the northly and the property of the old-timers, but to every one that knows him and cares for the honorable in lite. Joe is now a sersey farmer, I where the hone of the last the second part of the magnificent parts of the property of the presence of this remained by the property of the presenc

Vesuvius, dam Lizzie Berry; D. J. Bannatyne's bay geiding Duny, by hunter's Lexington, dam Oho; D. J. Bannatyne's chestnut horse Milesian, by Mickey Free, dam by Wagner; J. K. Lawrence's bay horse Jim Tisdale, by Revenue, dam Louisa Jordan; J. W. Weldon's brown colt Asterobi, dam Miss Carter; D. McDaniel's bay colt Earl of Riemmond, by Asteroid, dam Minerva Anderson, and R. Snea's bay horse King John, by Lexungton, dam Tokay. Vesuvius was a great favorite in the race, selling in the pools for nearly as much as all the others combined. He won the race in good style; but the result might have been different had not the jockey of Astronomer fallen off when he had a commanding lead half a mile from home. Astronomer, after his jockey tell off, ran on and, jumping the last hurdle prettily, came in first. The race gave great delight to the large assemblage of and gentlemen present. King John should not have been started in the race, as he had not recovered from the injury that he received in the steeple chase day before yesterday.

The second event was for a purse of \$800, for all ages, two and three-quarter miles, but when the purse closed yester fay afternoon there was no other entry in the box but that of Mr. Harper's Longfellow. The owners of other horses having ascer-

fellow. The owners of other horses having ascettained the fact that Longfellow was to run for the purse would not enter their horses against him, and this wonderful son of Leanington had to gallop over for the money alone. The norse was much admired as he moved lessurely around twice, and many declared that he was the gra dest specimen of a race horse that ever appeared on the turf in this country.

The third race on the card was for a burse for all ages, to carry lob pounds, the object being to give the aged horses an opportunity of compating with younger ones. There we clour statiers, comprising G. W. Stewart's cheshult horse harvey withmans, by Lexington, dam Volza; R. Shea's brown horse Chinax, by Bairownie, dam Jeweli; thomas w. Dowell's cheshult filly Midday, by Echipse, dam Nimeta, and Carro I'A Coar's brown col Ortolan, by Doneralle, dam Canro I'A Coar's brown col Ortolan, by Doneralle, dam Canro I'A Coar's brown col Ortolan, by Doneralle, dam Canro I'A Coar's brown col Ortolan, by Doneralle, dam Canro I'A Coar's brown col Ortolan, by Doneralle, dam Canro I'A Coar's brown les with many backers advanced to the front and he was tascul for choice. Climax and Ortolan sold for small amounts compared with the others. Earney whilams won a capital race very easily, Climax being second and Midday third.

The time race that Harry Bassett had on hand to

diday third. The time race that Harry Bassett had on hand today was postponed until Monday next. He will then start to run a mile in 1:4 to dec de the wager, pending between John Hunler and Leinard W. Jerome.

Micrey Free, dain by Wagner, 4 years old, 137 198.

J. K. Lawrence entered b. h. Jian Tisdaie, by Revenue, dam Louisa Jordan, aged, 138 198.

J. W. Weidon entered or, c. Astronomer, by Asteroid, dam Miss Carter, 3 years old, 117 198.

R. Snea entered b. h. King Joan, by Lexington, dam Tokay, 5 years old, 147 198.

D. J. Bandalyne calered b. g. Duny, by Hunter's Lexington, dam Ollo, 5 years old, 144 198.

Time, 3.54.

the last hordie in genant style, passing the jadges's stand dist. The seventh hardie was down and the horses had clear running all the way to the hordie on the homestretch, and they ran their best for the lead. Vesuvias made captal running around the lower three and up the homestretch, and was close up to the leader, Earl of Kenmond, when the latter made the last jump. Vesuvias soon went to the front and came home a winner by several lengths, Earl of Richmond second, Miesian third, Jim Tisdale fourth, King John fith and Dudy sixth. The time of the race was 3:58.

THE SECOND RACE.

Purse \$800, for all ages; two and three-quarter mies.

miles.

John Harper entered br. c. Longfeilow, by
Leamington, dain Nanturan, 4 years old.... w. c.
The THERD RACE.
Purse \$550, for all ages, to carry 100 pounds; one

top of her speed, and yet, not this tanding the press, he could not get in front of her. They were too last for the others, and increased the daylight between them. There was no change on the lower tarn, but getting into the homestretch, the long, commutions, easy strike of Barney Williams was too much for the lifty, and at the drawgate she had to succumb. Oht Chimax evertook her at the wire and beat her a head for second place. Ordain was three lengths behind. Time of the inite and a nat, 2.3s., anonday's races.

Five great races are announced for Monday, viz.:—A match against time, flarry bassett to run a mile in 14t; a steeple chase of three miles, thirty-free leaps, with eight to start; a dash of a mile with dwe to start, and a dash of two miles, with five to start. top of her speed, and yet, notwithstanding the press, he could not get in front of her. They were

MYSTERIOUS DISAFPEARANCE.

A Boy Clerk With \$840 in Gold Missing-He is Supposed to Have Fallen Into the Hands

of Expert Highwaymen.
Yesterday morning, shortly after ten o'clock, a young lad named Frank M. Watson, engaged as a clerk in the establishment of Messrs, Scadder & Avis, Custom House brokers, 10; Front street, in this city, was sent by his employers to the Hanover Bank, in Nassau street, opposite the Post Office, to amusement, and the expression this moraling was general that when the Association has hight were advised that the second and most interesting event on the cards would be a waik-over for the great Longichow, the leading spirits should have gotten up another tree to fill the volt and thus give that satisfaction to their patrons which they deserve. It is all very well to assert that such disappointments are uncontrollable, but yet amends might be made in the majority of instances to wipe away all dissatisfaction.

The morning was of the most delightful character, one of those clear, oracing, mountain heath instilling mornings, just suited for racing purposes and its brilliant incidents.

THE RACING.

The track was in excellent condition to-day and the weather delictions. We had only two races and a walk-over, but the races were capital and were run in charming style.

The first was a hurdle race, which had seven starters, comprising Gainey and Tuhy's bay horse cash a gold check for the sum of \$45. He called on